Railways is maintained in each divisional stores, division-wise?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (f) Information is being collected and will be laid on the table of the Sabha.

High Speed Rail System

6841. SHRI RAMDAS AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) what steps Government of India are taking to invest more for rail expansion programme and upgradation of high speed rail during 1994-95 and Eighth Plan period indicating targets, if any, fixed thereof;

(b) whether Government of India are also aware that China Plan to invest $20 billion in rail expansion during 1995 itself and many other countries reverting back to railways because rail system save them from problems of gridlock and pollution; and

(c) if so, what is Government's reaction thereto particularly to suggestion given by M/s Marcia D/Lowe, and to the report "Back on Track: the Global Rail Revival" on India's rail system, the third largest in the world?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF). (a) The investment in the railway sector is a function of the needs and the resource availability as determined for various Five Year and Annual Plans. The current VIII Plan envisages an outlay of Rs. 900 crores for New Lines. During the first two years, a total of Rs. 293 crores and Rs. 230 crores (Revised Estimates) have been spent and 241 kms and 211 kms of New lines have been constructed. During 1994-95, Rs. 190 crores have been provided and a target of 155 kms has been set. The maximum permissible speeds for passenger carrying trains is limited to 140 kmph. There are no proposals currently to enhance the speeds further during the VIII Plan.

(b) and (c) There is no definite information for the investment Plans and the rationale of other countries including China. It is, however, generally realised that the rail sector is energy efficient. However, both rail and road have a part to play depending upon the break-even point and the investment is to be tailored for development of both the sectors so that each mode can play its desired role in the development of the economy. Nevertheless, efforts are being made to capture high rated and other traffic by adopting multi-modal mode by popularising containerisation and undertaking large-scale gauge conversions eliminating transhipment bottlenecks and providing better customer satisfaction.

Blast in the Oil Tanker in Arabian Sea near Porbandar

6842. SHRI AHMED MOHMEDBHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether four people were killed and nineteen injured in a blast that occurred on-board a super oil tanker some 380 nautical miles of Porbandar in the Arabian Sea on the 21st March, 1994;

(b) if so, whether any reports about the damage and leakage of oil from the ship have been obtained;

(c) whether any enquiry has been conducted;

(d) if so, the outcome of the enquiry and the action taken against those held responsible; and

(e) the total losses suffered?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) A distress message monitored by Coast Guard indicated that a Malta registered crude oil carrier was on fire at sea 360 miles South West of Porbandar. The damage status indicated that the Bridge and